





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,353 tons, Captain H. D. Jones.  
 "POWAN," 2,338 " " " W. A. Valentine.  
 "FATSHAN," 2,260 " " " C. V. Lloyd.  
 "KINSHAN," 1,991 " " " B. Branch.  
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).  
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain E. H. Grainger.  
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.  
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.  
 The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.  
 Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,191 tons, Captain T. Hamlin.  
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7:30 A.M.  
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7:30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons, Captain J. Willox.  
 "NANNING," 1,569 " " " Mackintosh.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.  
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.  
 Hongkong, 13th July, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS

## COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.  
 Departure from Hongkong at 9:30 P.M. (Saturdays excepted).  
 Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.  
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).  
 Canton Agents—Messrs. E. Pasquet & Co.  
 For further particulars, please apply to—  
 BARRETTO & CO.,  
 Agents.

Hongkong, 5th April, 1907.

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."  
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 9 DAYS.  
 THE steamers sail from HONGKONG to SAMSHUI, SHUNING, TAKINGHO and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30  
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.  
 For further information, apply to—  
 BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. CO.  
 HONGKONG.

Hongkong, 6th October, 1906.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	Second half July	JAPAN	Second half July
TJIMAH	JAVA	Second half July	JAPAN	Second half July
TJIKINI	JAPAN	Second half July	JAVA PORTS	Second half July
TJILIWONG	JAVA	First half Aug.	JAPAN	First half Aug.
TJILATJAP	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIPANAS	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon-Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.  
 YORK BUILDINGS, 1st floor,  
 Hongkong, 9th July, 1907.

## Dentistry.

Dr. M. H. OHAUN,  
 THE LATEST METHOD  
 of the  
 AMERICAN SYSTEM OF DENTISTRY  
 35, QUEEN'S ROAD CENTRAL,  
 From the University of Pennsylvania, U.S.A.  
 Hongkong, 16th April, 1905.

## TWIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour, and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 106, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Spotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

## Mails.

## NORDDEUTSCHER LLOYD,

## BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

YOKOHAMA and KOBE ..... "PRINZ WALDEMAR" ..... About FRIDAY, 26th July, 1907.  
 KUDAT and SANDAKAN ..... "BORNEO" ..... About SUNDAY, 28th July, 1907.  
 SHANGHAI, NAGASAKI, KOBE ..... "PRINZ REGENT LUTHPOLD" ..... about TUESDAY, 30th July, 1907.  
 and YOKOHAMA ..... Capt. H. Kirchner .....  
 NAPLES, GENOA, GIBRALTAR, ..... "PRINZ LUDWIG" ..... WEDNESDAY, 31st July, 1907.  
 SOUTHAMPTON, ANTWERP ..... Capt. C. Woltemas .....  
 and BREMEN .....  
 MANILA, SAMARAI, NEW ..... "PRINZ WALDEMAR" ..... THURSDAY, 1st Aug., 1907.  
 GUINEA, BRISBANE, SYD ..... Capt. W. von Senden .....  
 NEY and MELBOURNE .....  
 For further Particulars, apply to

## NORDDEUTSCHER LLOYD

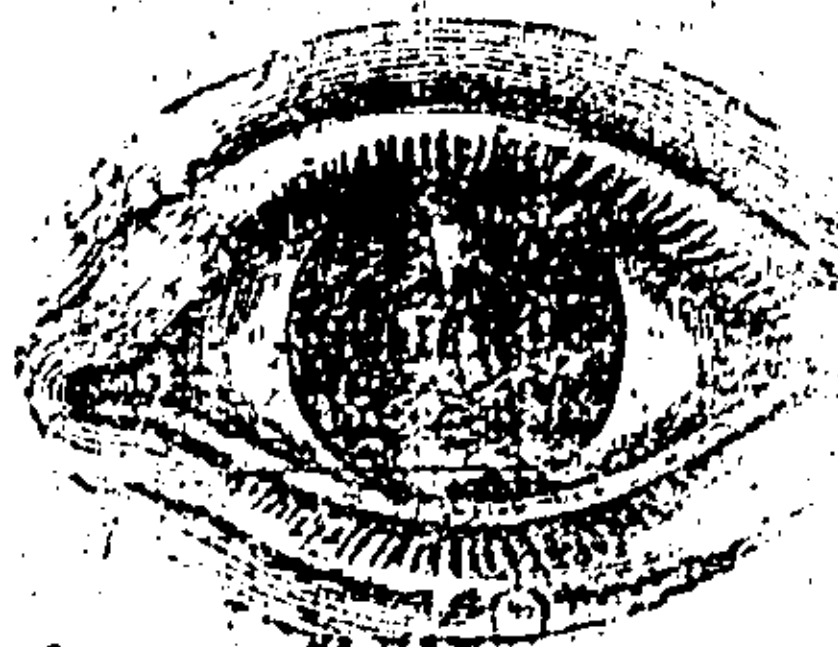
MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 24th July, 1907.

## Intimation.

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,  
 8, FEDDER STREET, HONGKONG.

WILL test your eyes, free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON. CALCUTTA. SHANGHAI.  
 31, John Street, Bedford Row, W.C. 19, Bevington Street, 566, Nanking Road.

Hongkong, 27th November, 1905.

## Hotel.

## VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMKIN).  
 SHAMKIN, CANTON.  
 ON THE BRITISH CONCESSION.  
 H. HAYNES,  
 Manager.

## MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).  
 MACAO, CHINA.  
 IN THE CENTRE OF THE PRAIA GRANDE.  
 Capt. T. AUSTIN, R.N.R.,  
 Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

## EARTHQUAKE DISASTER.

LOSS OF LIFE AND MUCH DAMAGE.

A deputation arrived in Tokyo a few days ago from Kozushima, one of a group of seven islands off Izu Province, in the Pacific, reporting that between midnight and two o'clock on the morning of the 9th instant terrifying subterranean rumblings were heard on the hills. The inhabitants were panic-stricken and at once made preparations to seek safety, when suddenly three hills subsided, accompanied by terrible sounds. Thirty houses were totally destroyed and 10 were partially damaged by the falling debris, six Katsuo factories being also destroyed. Sixteen persons were killed, and 13 were severely injured, while those who were slightly injured were innumerable. Over 230 people are in want of immediate relief.

The island is under the jurisdiction of the Tokyo-fu Government, and the authorities have decided to send rice and other food to the scene of the disaster immediately. Two officials, police inspectors, doctors and nurses are also to be sent to the island. The *Yen-shu-maru*, a steamer belonging to the Tokyo Bay Steamship Company, has been chartered to convey the relief supplies, etc. to the island, being due to leave Tokyo yesterday.

According to the deputation, at a place named Takigawa—where fortunately no one resided—the ground subsided more than 20 feet. The medical supplies have fallen short, and as there is only one doctor, the injured people cannot be properly attended to, and their suffering is beyond description.—*Japan Chronicle*.

## JAPAN AND THE UNITED STATES.

SEMI-OFFICIAL VIEWS ON THE SITUATION.

The opinion of the *Yomiuri* on the situation between Japan and the United States may be of some value as representing the views of the Government, or at least of the Premier, Marquis Saionji, as the paper is edited by Mr. Takekoshi, a Constitutionalist leader and a political and personal friend of Marquis Saionji, the leader of the party. The *Yomiuri* trusts that the dispatch of the U.S. squadron to the Pacific—which is animated both the Japanese and American Press—has no such sinister significance as is attached to it by a section of the American Press. As an illustration of the situation, our contemporary cities a London telegram to the *Asahi* of the 9th instant, stating that many American papers appear to have at last realised that the situation between Japan and the United States has been artificially made to appear critical. The *New York Post* has exposed the "Yellow Press" which has been stirring up excitement—by declaring that these papers were repeating the tactics which some years ago plunged the United States and Spain into a war.

Our contemporary the *Yomiuri* points out that the tidal waves which have lately disturbed the tranquillity of both shores of the Pacific, or even of the world, issued from the offices of the "yellow" paper. None of the Japanese papers have responded, or even attempted to respond to the challenges of the American "yellow" papers, so that it is altogether premature to describe the situation between the two countries as critical. Some Americans who are ignorant of Japanese matters, contends the Tokyo journal, may have believed the situation really was critical, but cloud and fog cannot long intercept the light of the sun. The exaggerated cries of the scare-mongers, of those ignorant of the general diplomatic situation, and of others who were only anxious to make a fortune by taking advantage of a scare; have failed to disturb the quietness of the world. This is not only a matter of congratulation for Japan and the United States, but for the world at large.

The proposed dispatch of the squadron has not been abandoned, continues the *Yomiuri*, and a squadron of sixteen battleships will make its appearance at San Francisco in due course. The statement of Admiral Dewey to the effect that the cruise will help the cause of peace by bringing the naval men of both countries into closer touch and thereby dispelling prejudice and previous misunderstanding, is well founded.

Continuing, the Tokyo journal says that the goodwill entertained by Japan towards the United States may be easily perceived by the Americans, who may have strengthened this feeling upon observing the good humour with which Japan has received the news of the dispatch of the squadron to the Pacific. When the sincere intentions and good humour of Japan are fully conceived by the United States, the squadron sent out will in due course return to the Atlantic, and there will be no necessity for the *New York Evening Post* to repeat its recent statement—"Persistence in this plan (the dispatch of the squadron) would be tantamount to willingness to still further heighten the feelings of rancour which have already been engendered in the breasts of the Japanese by various unfortunate Pacific Coast incidents, and the proposal should be reconsidered." In conclusion, the Tokyo paper expresses the hope that its contentions will be realised for the sake of the long continuance of the existing cordial friendship between the two countries.

According to an American exchange, the *New York World* on the 23rd ultimo printed the following message from the Resident-General of Korea—

"To the Editor of the *World*,  
 "Seoul, Korea, June 23.—In reply to your telegram, I wish to state that I entertain no doubt that the able statesmen in power in both countries will find no difficulty in settling the matter satisfactorily."

"I have too much confidence in the good sense and intelligence of the two peoples to think it possible that questions of this kind could ever endanger a friendship which has never been broken and which is based on an ever-growing community of political and economic importance."  
 (Signed) "MARQUIS ITO."

A San Francisco message to the *Asahi* states that the San Francisco Chamber of Commerce has decided to invite thirty of the leading Japanese residents in California to a dinner with a view to promoting friendship between Japan and the United States, and also to show the friendly attitude of American business men towards the Japanese.

## To Let.

## TO LET.

OFFICES at No. 14, DES Vaux ROAD CENTRAL, (formerly occupied by Messrs. Shaw, James &amp; Co.).

Apply to—

HO TUNG,  
 Comptroller Department,  
 Jardine, Matheson & Co.  
 Hongkong, 4th April, 1907.

## TO LET.

ONE FOUR-ROOMED HOUSE at PRAVA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., LD.  
 Hongkong, 22nd June, 1907.

## TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
 Hongkong, 1st July, 1907.

## TO LET.

H. A THERLEIGH, Conduit Road.

No. 1, RIFON TERRACE, Bonham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAVA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
 Hongkong, 1st July, 1907.

## TO LET.

NO. 5, AUSTIN AVENUE, Kowloon.

Possession 1st June, 1907.

Apply to—

COMPTROLLER DEPARTMENT,  
 E. D. Sassoon & Co.  
 Hongkong, 24th April, 1907.

## TO LET.

NO. 1, WEST END TERRACE, Shamshui Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
 Hongkong, 1st July, 1907.

## TO BE LET.

A S from the 1st August next, No. 5 MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.  
 Hongkong, 29th June, 1907.

## TO LET.

From 1st July.

LARGE and SPACIOUS GODOWNS  
 Nos. 9, 9a, 9b, 9c, and 10, PRAVA EAST,  
 at present in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
 Hongkong, 1st July, 1907.

## For Sale.

## HUMBER CYCLES.

## THE BEST IN THE WORLD.

## Cycles Makers

## BY ROYAL WARRANTS

## TO

## H.M. KING EDWARD VII.

## AND

## H.B.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEED GEAR.

GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 5 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News—"For 35 years the name of the HUMBER has been as a guarantee of good workmanship."

## DRAGON CYCLE DEPOT,

## AGENTS,

11, D'AGUILAR STREET and KOWLOON.

Hongkong, 16th July, 1907.







## Intimation.



A. S. WATSON &amp; CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

THE LEADING WHISKY

THROUGHOUT THE EAST

FOR OVER

20 YEARS.

WATSON'S

VERY OLD LIQUEUR

E BLEND

SCOTCH

WHISKY.

\$15.00 - - - per case.

A. S. WATSON &amp; CO., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 20th July, 1907.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 24, 1907.

## PIRACY IN SOUTHERN WATERS.

Public attention has lately been directed once more to the piracy, which seems to be perennial in the Southern waters of China. Great Britain has announced, through the medium of her Minister in Peking, her readiness to undertake the task of clearing the rivers and creeks of Kwangtung of these pests, if China finds herself unable to attend to the matter just at the moment, and protecting commerce from the raids which are liable to be made on it at any moment under existing conditions. This report is derived from Chinese sources by the *Shanghai Times*. The reported intention of Great Britain arises from the recent piracy of the *s.s. Kee Cheong* on the West River as fully reported by our Canton correspondent who states in his letter published to-day that the British Consul-General at the Provincial Capital has urged the local authorities to offer suitable rewards for the capture of those implicated in the recent hold-up of the British launch. Every trade report relating to this port or that port in the South, every Consular statement describing the commerce and trade facilities of the same places, contains references to the rife piracy, and the disastrous effect which it is having on the trade of the affected districts. The *Shanghai Times* has compiled from the Yellow Books issued by the Imperial Maritime Customs the Commissioners' reports dealing with piracy in Southern waters. Our contemporary says:—We saw in Mr. F. J. Mayers' (I.M.C.) report on the trade of Canton for the year 1906 the following reference to the subject:—

"Several cases of piracy have, unfortunately, to be recorded; the most important of them concerned the West River steamer, *Saimam* whose captain was severely wounded and a passenger—Dr. Macdonald, of Wuchow—killed, on the 13th July. The question of devising more effective measures for the suppression of river brigandage has been for some time past carefully discussed by the Chinese and foreign authorities; but so far, no definite arrangements have been arrived at. The problem is by no means an easy one, but it is hoped that before long a satisfactory solution may be found."

Mr. Chas. Kliene, I. M. C., in the course of his report on the trade of Kiangchow, in the Island of Hainan, for the year 1906, states: "Pirates still lurk in the narrow inlets of the Leichow peninsula. They sometimes sally forth to plunder the unwary junks in Hainan waters; but their depredations are not at all on the same scale as those on the West River. The members of these gangs appear to be jacks of all trades; they can turn their hands to any business and make a pretence to belong to any calling. On the sea they are not easily distinguished from ordinary fishermen, and when they set foot on land they assume the innocent look of harmless rustics,

A few captures were made and summarily dealt with.

Again, reporting on the trade of Kowloon for the year 1906, Mr. Commissioner, W. R. Farr states:—

"The exportation of arms and ammunition coastwise from the colony of Hongkong was prohibited for a further period of six months from the 28th May. But arms smuggling from Hongkong, Macao, and Kwangchowwan has, notwithstanding, been very rife for some years past, and it seems somewhat of a retribution that the insecurity now resulting from this nefarious trade should affect indirectly foreign commerce. That His Excellency the former Viceroy, Ts'en Ch'un-huen, did much to rid the delta of pirates, and that the present Viceroy, His Excellency Chow Fu, is continuing these efforts, is undoubted; but so long as arms are freely supplied to these marauders, so long will the best endeavours of the Chinese Government be minimised. Several daring acts of piracy occurred during the year, particularly that of the British steamer *Saimam* on the West River at Taipinsha between Kujichuck and Samshui on the 13th July. The pirates succeeded in making good their escape with their booty, but several of the band were subsequently captured by the Chinese authorities and summarily decapitated."

Another example, Mr. E. V. Brennan, Acting Commissioner, I. M. C., reporting on the trade of Lappa for 1906, says:—Vigorous measures have been put in force by provincial authorities to check piracy, especially since the case of the *S. S. Saimam*, and several important captures of pirate chief have been made in this neighbourhood.

We may also cite Mr. G. Moule, I. M. C., who in the course of his report on the trade of Kowloon for the year 1906, says:—"Piracy, actual or reported, also made traders timid, especially during the summer and autumn months, and vessels with valuable cargo as a rule engaged a guard of soldiers—adding largely to the cost of transport; and further on:—"In a year when so much has been heard of piracy, it is satisfactory that no very serious cases have occurred in the Kowloon district, though it is true that some outrages took place just beyond its limits, and Wangmoon—the eastern limit of this district—is supposed to be a favourite refuge of the West River bandit. Many slight cases have been reported, in which small and unarmed boats have been attacked and robbed. Twice during the year the Customs light-vessel, moored to miles up the river, at Stauchon Island, was attacked; but whether by "pirates" or by pious villagers, who objected to the "Jeng-shui" of the place being disturbed by a beacon, is uncertain. On a later occasion some real pirates actually made fast their boat to the light-vessel, thinking that they would be secure from attack there. Information was, however, given to a Government launch, and after a short fight the pirates were captured. With regard to the various proposals for the suppression of piracy it appears doubtful if even an unlimited increase of gunboats and armed launches would put a stop to the evil. According to local opinion the most effective method would be a careful search of all passengers at the stopping-places of steamers, launches, and passenger-boats. Unfortunately this would cause long detentions of the vessels, and the remedy might be worse than the disease."

Official reports to the same effect might be quoted almost without end, but we fancy our readers will find one more sufficient. It is from the report of Mr. K. H. von Lindholm, Acting Commissioner, I. M. C., on the trade of Samshui for the year 1906:—

"Piracy has—but for the prominence given to it by the daring attack on the British *s.s. Saimam* on the 13th July, which drew attention generally to the insecurity on the river—been no more prevalent than in other years. The *Saimam* outrage is sufficiently well known through the press and need not be dwelt on here, but as there have appeared exaggerated and unfounded reports regarding the alleged apathy of the authorities and continued insecurity on the river, it may not be out of place to state here in common fairness that the local Government was rather prompt in despatching a considerable force of its available troops and suitable armed launches to the suspected districts under command of the officer in charge of the Bocca Tigris forts and in control of these rivers, who was lacking neither in energy nor ability. The district has, to a great extent, been purged of suspected and undesirable characters, and it has been forcibly brought home to the minds of the people that while pirating a Chinese junk may, pirating a foreign steamer will without fail, entail serious consequences. To this and to the good crops in the autumn is due the absence of piracy during the latter part of the year. Piracy must, however, not be considered extinct because dormant, and it is to be hoped that the authorities will continue and succeed in their efforts to establish more security on the river, though it ought generally to be more fully recognised than it is how difficult this is in cases of floods and scarcity, where thousands have been made homeless,

starving, and desperate in districts where piracy for ages has been looked on in much the same light in which smuggling was regarded by the coast populations in Europe a hundred years ago, and where all the inhabitants of a village at a rule are not only friends but also relations; and where everybody—from the old woman picking cotton on the river bank to the naked urchin riding a water buffalo on the embankment—inform, help, and abet the culprits. But because the task is extremely difficult—and this ought to be recognised—there is no reason why it should not be energetically tackled."

Commenting on these reports, the *Times* observes in conclusion:—"So that there is no lack of testimony to make it clear that it is very necessary for someone to take in hand seriously the task of putting an end once and for all to the piracy in the Kwangtung waters, and if China just now finds herself unequal to the task, she would, no doubt, welcome disinterested co-operation, such as that of Great Britain."

## LOCAL AND GENERAL.

An accidental discovery by a grave-digger has started a gold rush to Ballarat. While digging a grave in the cemetery there, the workmen struck a vein of gold-bearing stone, 19 in. thick. Prospectors have already pegged many claims around the cemetery.

YESTERDAY afternoon, at the Police Court, Mr. Hazeland discharged the two coolies who were arrested at Yau-ma-tei a few weeks ago on a charge of murder. It will be recalled that these men were accused of throwing a man down a staircase, during a quarrel, and fracturing his skull.

RETURN of visitors to the City Hall Library and Museum for the week ending the 21st July, 1907:—

	Library	Museum
Non-Chinese	344	143
Chinese	141	29,030
Total	485	30,093

THE sailing ship *J. F. Chapman*, which left Manila for Hongkong last July in ballast, has been bought at New York by the Scully Towing Company. She will be dismantled and turned into a barge. The *Chapman* weathered the typhoon of September last, at Hongkong, when her sister ship, the *S. P. Hittcock*, now the *Maple Leaf* of the Hongkong Milling Co., Ltd., was blown ashore.

A RICKSHA coolie—Lau Hang Ching, residing at 4, Gough Street—was convicted at the Police Court, this morning, on a charge of unlawful possession. "Lau" was seen yesterday at Kowloon examining two new singlets. He failed to explain to the police how he came by them. Mr. Orme fined him \$25, with the alternative of a month's gaol, and also to be exhibited in the stocks for four hours.

THE Burmese, like other people, have their beliefs in various signs of Nature, as indicative of coming events. They say that when young crabs are found loitering on high ground away from the water, and when the water-fowl build their nests on trees, it is a sure sign of a flood or overflow of water. These signs have been noticed. In the Henzada district, the embankment here is causing the officials some anxiety—so the Burmese say.

A LOADED truck, in charge of a number of coolies, switched into Queen's Road Central from Wing On Street, yesterday afternoon, and collided with a ricksha standing at the corner, breaking its shafts, and doing a couple of dollars' damage. The head truckman was arrested on a charge of careless driving. He was arraigned before Mr. F. A. Hazeland, at the Police Court, this forenoon, and fined \$3. An order was also made by the Court to compensate the ricksha coolie.

THE hoisting of the typhoon drum at the signal station at Kowloon yesterday afternoon was responsible for William Davidson's presence in the Police Court, to-day, as defendant, in an assault case. The complainant was Lui Kan, a seaman, employed on defendant's motor boat. When it became known yesterday that a blow was expected, defendant told the seaman to get the boat ready to leave for shelter. This order was unheeded, the seaman refusing to leave his seat. Then Davidson punched him. Defendant admitted the charge before Mr. Orme and he was fined \$2.

THE new routes for government vessels in commercial trade are to be established by the Philippine Bureau of Navigation under the provisions of the appropriation bill, discussed by the Commission. These are to be pointed out by commercial vessels and which have not heretofore been encouraged to grow products because of difficulty of shipment. Government launches will be used to foster this trade until it shall be established that the routes will pay, when commercial vessels will be placed on the routes. While costly to the government, it is a process of development which in the end will repay the country, and eventually the government will secure ample return for its enterprise.

THE Philippine Commission is still considering the appropriation for the bureau of public works. The weather bureau which forms a department of the extensive Manila Observatory under the control and administration of Jesuit Fathers, has been granted an appropriation of P123,500 as against P114,500, an increase of P9,000 which has been allowed on account of the extensive telegraphic service necessary to carry on the work of the bureau. Up to the present the bureau has been one of those which has been exempt from the payment of telegraphic service which has been at the expense of the bureau of posts. This money will now be paid into the bureau of posts and will save that bureau an equivalent amount. In this way no extra expense will be entailed by the government.

## CANTON-HANKOW RAILWAY.

## FORTHCOMING ANNUAL MEETING.

[From Our Own Correspondent.]

Canton, 22nd July.

On the 20th instant, a meeting was held at the office of the Canton-Hankow Railway Company, for the purpose of making arrangements for the holding of the annual general meeting for the election of a board of committee, auditors and inspectors of the Company. Messrs. Lu Chuk-kun and Leung Shiu-pak were voted to the chair. At the meeting the following resolutions were passed:—(1) It was unanimously decided that the proposed meeting should take place on the 1st day of the 7th moon. (2) The board of committee is to consist of thirteen members, one of whom is to be elected by the shareholders of Hankow one by the shareholders of Shanghai, and the rest to be elected at the Company's office at Canton. (3) The day fixed for this meeting is to be advertised in the different newspapers from the 15th day of this moon, and the retiring members of the Committee, etc., are eligible for re-election. Nominations for the positions of committee-men, etc., must be men of experience, good character, and of business integrity; nominations for auditors must be possessed of some experience, sound character and be good accountants. (4) Admission tickets for this meeting will be issued from the 15th day of the present moon. (5) The election is to be carried out by votes, and the ballot will be opened and checked by the Provincial Judge on the three following days after the meeting. (6) Shareholders who attend this meeting must be holders of 500 shares or over, and those who can collect together scrips representing 500 shares are also admitted to take part in the meeting as representatives. (7) As the Throne has sanctioned the appointments of the newly-elected president and vice-president, they should be requested to immediately take over charge of office. (8) The salary of the managers of the different departments is fixed at \$200 each per month; of members of committee \$50, of auditors \$50 per month and inspectors \$100 annually. At the meeting a chairman, vice-chairman and committee have been appointed for the proposed meeting. A number of unofficial members of the committee will also be elected after this meeting to represent the promoters on the committee.

## APPOINTMENTS CONFIRMED.

The Canton-Hankow Railway Company has received a telegram from the Ministry of Posts and Communications at Peking to the effect that, on the 18th instant, the Throne has issued an Edict sanctioning the appointments of the newly-elected president, Lo Po-shun, and vice-president, Wong Shiu-ping, and directing that they immediately assume charge and control of the Company's affairs. The Company has informed the shareholders by wire at home and abroad of the date fixed for the annual general meeting for the election of committee, auditors, inspectors, etc. and requested them to attend this meeting. The telegram also announced the Imperial sanction of the appointments of the president and vice-president recently elected.

## "SHELL" STEAMER IN COLLISION.

A collision took place off St. Margaret's Bay, near Dover, on 14th ult., between the White Star liner *Medie*, and the Shell Transport Company's tank steamer *Turbo*, from Batoum to Hamburg. The *Turbo* sustained a large rent in her hull near the engine room, and had a heavy list to port. The *Medie* proceeded to the Mersey, where she has since arrived with little damage. She had no passengers on board. The *Medie* cut right into one of the oil tanks of the *Turbo*, and an enormous quantity of petroleum escaped, the sea being covered with oil for a considerable distance. As it was considered that the *Turbo* was too badly damaged to cross to Hamburg the two tugs *Falcon* and *Commonwealth*, from Gravesend, were requisitioned, and proceeded to tow her to Thameshaven, where she arrived safely on 16th ult. Later two further tugs assisted in towing her up to the Thames, and she is now dry-docked for examination and repairs. The *Turbo* is a vessel of 4,134 tons.

THERE is still a good deal of feeling on the part of the butchers of Bangkok about the new regulations for the detaining of sheep in the abattoirs at Bangkok. What they complain about, it seems, is that the sheep on arrival from Hongkong have to remain eight days in the Government sheds before they are slaughtered. During this time they are fed principally on dry food and are inclined to get out of condition. The butchers say they would not mind so much their sheep being kept for eight days if they were allowed to put them out to graze. They also say that the sheep are examined before they leave Hongkong for Bangkok, and that with the examination here after the sheep are killed it would be quite an easy matter for the inspecting officer to detect whether there had been anything wrong with the animal.—*Bangkok Times*.

IN view of the new mail contract service which begins early next year, the Peninsular and Oriental Company have contracted with Messrs. Caird and Co., of Greenock, for an express mail steamer for their branch service between Bombay and Aden, which is run in connection with their China and Australia line. This vessel will be a mail and passenger boat with a minimum of cargo space and accommodation for nearly 300 first and second-class passengers, whose cabins will be, to a large extent, on the upper deck, and will possess the most perfect ventilation. The tonnage of the vessel will be 6,000 tons, and her engines, of 10,000 h.p., will enable a sea speed to be maintained of 16 or 17 knots. She will therefore be of the type of the *Ita* and *Oriz*, which have carried the mails so successfully between Brindley and Port Said, but will be nearly four times the size of those vessels.

## EAST NIGHT'S GALE.

Arrivals in port to-day do not appear to have experienced any exceptionally bad weather at sea yesterday for this time of the year. The *s.s. Chowfa* from Bangkok had fine weather with moderate sea during the earlier part of the voyage. On the last two days she had stronger winds with heavy rain showers and occasionally very rough seas. Capt. F. Spiesen reports that the second mate, Mr. W. Bregler, died at sea on the 21st inst.

Capt. R. A. Tillotson from Singapore records that the *s.s. Priam* met with strong westerly to north-easterly wind with heavy rains in the Northern part of the China Sea. The lowest reading of the barometer was 29° 30'.

The Japanese steamer *Yoshin Maru* arrived from Fuzhou. Her report was:—Fresh N.E. across Formosa Channel; moderate to fresh E.N.E. and moderate sea to arrival.

Another report from a steamer arriving from the North is that furnished by Mr. Gen. W. Wright, second officer of the *s.s. Tathian*, which left Shanghai on 22nd inst. The vessel had moderate variable winds and fine clear weather to Lamock. Thence fresh easterly winds and heavy rain to port.

Thanks to the timely warning given by the Observatory officials in their weather forecast yesterday forenoon and to the hoisting of the signals in the afternoon the floating population had ample time to make for shelter before the gale commenced to blow last night. There were no casualties reported at the Harbour Office this morning.

In the "Meteorological Register" issued at 3 p.m. this afternoon, Mr. Figg states that "the depression to the S.W. of Hongkong appears to be moving towards the neighbourhood of Hainan Straits."

## TAMPERING WITH PRIVATE LETTERS.

## YOUNG CHINAMAN PUNISHED.

Lam E Ping, about twenty years of age, residing with his family at 48, Gage Street, was arraigned before Mr. G. N. Orme, this morning, at the Police Court, on three charges: obtaining a parcel from the General Post Office by means of a forged chop; opening the parcel, and forging a name on a draft for \$4,000.

Detective Sergeant O'Sullivan conducted the case for the police. Mr. E. J. Grist, of the firm of Messrs. Wilkinson and Grist, appeared for the defence. He stated that the lost Office authorities had nothing to do with the case, it being left in the hands of the police. The police, he stated, had expressed their willingness to amend the third charge to one of attempting to obtain money under false pretences. In that event he would plead guilty to the charges on behalf of his client. Mr. Grist, in proceeding to plead for a light sentence, asked the Court to take into consideration the accused's age. He had got into this "scrape" through keeping bad company, and he asked for a concurrent sentence.

The manner in which accused started out to get rich quick was to say the least a daring one. Some months ago he secured a position, which he lost recently, with a firm doing business in Bonham Strand. This firm had dealings with the Shiu Kee hong—an import and export house, at 10, Bonham Strand. Soon after accused got his discharge he took a course for the bad. He knew that the Shiu Kee did a large business with foreign countries, he also knew that large sums of money came to that firm by each mail. On the 16th instant he called at the Register Department of the Post Office and asked for all letters for the Shiu Kee hong. A parcel was handed him, for which he chopped a receipt with a chop, purporting to be the genuine chop of the Shiu Kee. Taking the parcel home accused abstracted a draft for \$4,000, and on the following day he attempted to cash it. Then came his downfall, for, in the meantime, a Shiu Kee representative had called for his firm's letters at the Post Office and was told that "a parcel for your firm had been handed to one of your men yesterday."

His Worship sent accused to gaol for six months, with hard labour, and further ordered him to pay a fine of \$250, or undergo another term of three months, making it nine months' imprisonment in all.

## DISTURBANCE IN A BAR-ROOM.

## HOTEL PROPRIETOR AND HIS WIFE ARRESTED.

William Crater, the proprietor of the Rose, Shamrock and Thistle Hotel, and his wife, Anna, were charged at the Police Court, this morning, with behaving in a disorderly manner in the Cosmopolitan Hotel, Louis Comar proprietor, last night.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, who represented the defendants, asked for an adjournment as soon as the case was called. He said that Mrs. Crater was in hospital, and the adjournment, he said, was needed in order to get out cross-examinations against the complainant—Comar.

The Court granted the adjournment, the accused being asked to put up \$25 bail each. A young girl—the niece of Mrs. Crater—was alleged to have been the cause of the disturbance. At about ten o'clock last night, according to the complainant's story, this girl went to his hotel and asked him to put her up for the night. She appeared to be labouring under great excitement, and showed complainant and his wife some bruises on her body, where she said she was struck. As complainant, or his wife, was about to show the girl to a room, Crater entered the hotel and was alleged to have slapped the girl. Complainant objected to this and said so. Mr. Crater followed her husband into the place shortly afterwards. There was a quarrel and soon things were being hurled about the room. Complainant drew the line when an attempt was made to smash one of his marble-topped tables and a policeman was called in.

## COLLISION OFF KOWLOON.

## UNKNOWN LAUNCH RAN A JUNK.

Yesterday afternoon, a cargo boat (No. 5151H) was run into by a steam launch off the Water Police basin, at Kowloon, and so badly damaged that she had to be beached. The collision occurred soon after the typhoon ball was hoisted, when every craft in the harbour was hurrying for shelter. The launch—the name of which was not obtained—which was towing a lighter, was steaming for the typhoon anchorage at Causeway Bay, while the cargo boat was bound for Yau-ma-tei Bay. The sea was rather choppy at the time, and a fresh wind blowing. Nearing the police wharves, it was stated, the junk was taken out of her course by the tide, and the launch coming up rammed her on her port bow. The force of the impact completely destroyed the junk's bow. The crew immediately set to work to shift the ballast, and with her nose lifted to a safe height, she was sailed to the nearest beach and put ashore. The launch proceeded on its journey, and the junk people during their excitement forgot to get her name. The damage done to the junk was estimated at \$100.

## FIRE IN A GODOWN.

## EXCITEMENT IN WYNDHAM STREET.

Shortly before nine o'clock last night, fire—originated, it was stated, through the fusing of an electric wire—broke out in Messrs. Barretto and Company's godowns in Mason's Lane—a lane running between Wyndham and Zealand Streets, near the Bowling Club. The outbreak was discovered by a tukong, who saw the flames pouring out of a window. Following the discovery of the fire great excitement prevailed in the neighbourhood. Many of the occupants of nearby houses were packing up their effects, fearing that the fire might spread to their houses, while one lady in particular lost no time in transferring her belongings to the street.

Several gentlemen residing at Pedder's Hill turned firemen at short notice. They broke down the godown door and started to work to stop the progress of the flames. Then one of the gentlemen notified the Central Police Station by telephone. By the time the brigade, which was in charge of Chief Inspector Baker, arrived the flames were burning fiercely. The fire had already destroyed a cockloft in the premises and was working its way further down the room. A hard fight was put up by the firemen, who were assisted by a number of civilians, and in less than three quarters of an hour the fire was subdued. The damage done to the premises and the wines stored therein by fire and water is estimated roughly at \$15,000.

Two firemen were injured during the blaze. Fireman Fox, who had control of a hose cart, while on his way to the scene, stumbled, while picking his way through a crowd in Wellington Street, and went headlong into a gutter. He received some nasty bruises on his hands and knees. A native fireman was knocked down and stunned and had to be sent away.

## SALE OF HOUSES.

## COMPLICATED CLAIM FOR COMMISSION.

Mr. Reginald Harding appeared before his Honour Mr. A. G. Wise, Puisne Judge, presiding in Summary Jurisdiction, at the Supreme Court this morning, on behalf of the plaintiff in the case of Lam Ling Chai, broker, versus Chan Shun Yin, alias Chan Yat Sam, of No. 79, Bonham Strand, which action was brought for the recovery of the sum of \$150, being brokerage alleged to be due on a sale effected by the plaintiff on behalf of the defendant at the request of the latter.

Mr. R. Gardiner, of Messrs. Britton and Helli's office, appeared for the defendant. Plaintiff said he was a broker and knew Chan Yat Sam. The latter arranged to get him to sell two houses in Queen's Road West. He gave him a written order as authority for making the sale. He accordingly went to one Wong Cheuk Iung and arranged for the sale to him of the houses, on condition that the price was reduced from \$3,500 to \$30,000; and this the defendant agreed to, the bargain money of \$3,000 to be paid on the 3rd June. Plaintiff again saw the intending purchaser and finally settled the terms. Once he claimed his commission.

For the defence it was stated that the bargain money was to have been paid on 3rd June, and was not paid, and as time was the essence of the contract, the negotiations did not go through. Subsequently a sale was effected through another broker, and commission paid to him.

His Honour, after hearing the evidence, held that there was no case for the plaintiff and gave judgment for defendant with costs.

## SHIPPING AND MAILS.

## MAILS DUE.

German (*Prins Waldemar*) 25th inst.  
English (*Arctica*) 25th inst., to a.m.  
Canadian (*Monticelli*) 25th inst.  
Canadian (*Empress of Japan*) 25th inst.  
German (*Prins Ludovic*) 30th inst.  
German (*Prins Regent Luitpold*) 30th inst.  
Indian (*Lal Singh*) 31st prox.

The *Silvex* s.s. *Tartar* arrived in New York on 20th inst.

The *s.s. Indragilli* left New York on 3rd ult., and is due here on 20th inst.

The *P. & A. S. S. Co's s.s. Arabis* arrived at Yokohama 23rd inst., and is therefore due to arrive at this port, on 2nd prox.

The *C. P. R. Co's s.s. Empress of Japan* arrived at Nagasaki at 5 p.m. on 21st inst., and left again at 2 a.m., Wednesday, for Shanghai, where she is due to arrive at 9.30 a.m. on 25th inst.



## Telegrams.

[Reuter's.]

## The Monsoon in India.

London, 22nd July.

Anxiety at the delay of the monsoon rains in N.W. and Central India is now largely relieved, and a heavy downfall has occurred.

## Railway Accident in America.

A train with 800 excursionists collided with a goods train at Salem, Michigan; six cars were destroyed.

Up to the present 29 bodies have been recovered, and scores of injured removed.

Later.

## Accident to a North German Liner.

The North German liner *Kaiser Wilhelm II.*, while loading coal at Bremerhaven, suddenly listed to port and the water rushing into the bunkers filled the whole ship, which is now half submerged. Pumping is proceeding satisfactorily, but the vessel will not be available for service for a considerable time.

## SINGAPORE CIVIL SERVANTS.

THE QUESTION OF SALARIES.

At the meeting of the Singapore Legislative Council on the 12th inst., the Colonial Secretary moved:

"That this Council approves the expenditure, in addition to the sum of \$70,000 already voted, of a further sum of \$10,000 to defray the cost for the present year of the temporary local allowance of 10 per cent on salaries to officers whose salaries exceed £1,000 per annum."

He mentioned that on May 3, 1907, he had the honour of introducing a resolution to the Council asking that a local allowance at the rate of 10 per cent should be given to officers who were paid in sterling or at the rate of a 3/4 dollar, on condition that the salaries should not exceed £1,000 per annum. One of the hon. unofficial Members not present that day, speaking on this motion, stated that he had several objections to it for the reason that the motion was confined to officers receiving less than £1,000 a year, and he saw no reason why they should grant relief to officers drawing higher salaries. Another hon. member who was present that day (Mr. Anderson) also agreed, one of his reasons was that the motion unfairly denied to certain members of the civil service advantages which it conferred on others. Well, when he introduced the motion of May 3, he referred to the letter laid on the table from the Secretary of State, and pointed out that the figures referred to did not include any local allowance to the Governor. Undoubtedly, all officers had suffered and the motion, he now had the honour to introduce, provided also for a local allowance to the Governor.

Mr. Anderson remarked that it was not very often unofficial members of the Council were given to voting large sums of money with extreme cordiality, and willingness, but he could say for all unofficial members on this occasion that this was an exception and with the greatest of cordiality they supported the motion just moved by the Colonial Secretary. One hardly knew who was to be most congratulated, over this matter, the Civil Servants of the Colony who were to be granted this increase, or the Secretary of State, for opinion on matters of that kind was probably better arrived at than that side in Downing-st. The Civil Servants certainly were to be congratulated. He seconded the motion and suggested that when possible the communications on this matter be made public. He was still not altogether satisfied with the principle on which these salaries were paid. Some of them, or one of them, referred to this suggestion of a ten per cent increase as only "tinkering with the matter," and expressed at the same time the advisability of eliminating the payment of salaries in sterling in favour of paying them, and liberally, in the currency of the Colony. He thought this should receive the serious consideration of the Government.

## THE JAVA-CHINA-JAPAN LINE.

The report of the Java-China-Japan line, of Amsterdam, states that last year sixteen round voyages were made on the routes contracted for, besides one voyage from Java to Japan and back. Although on the voyages to China and Japan full cargoes were obtained, the several outside steamers had to be chartered in order to comply with all requirements, the low freights for sugar and the difficulty in obtaining return cargoes prevented the profits from increasing in proportion to the larger number of voyages, namely, seventeen, against thirteen in 1905. The high price of coal, and the diminished value of the dollar, also had their unfavourable effect on the year's financial result when compared with that of 1905. There is a better outlook, however, for the present year. The directors, state that, in order to improve the service, they intend to divide the traffic from the Dutch Indies to China and Japan into two separate lines—one being via Hongkong to Shanghai and back, and the other going direct to Japan and returning via China to the Indies. These changes can, of course, only be effected with the sanction of the Government, and steps have already been taken to obtain that sanction. In the meantime a commencement has been made, within the terms of the contract, by the inauguration of a special line between Java and Japan, one voyage on that route having been made last year with satisfactory results. As in previous years, so on this occasion a large sum (200,000 florins) has been written off from the book value of the fleet and, 9,750 florins saved on premiums in the course of last year are added to the insurance reserve. The gross earnings were 359,958 florins (against 377,405 florins in 1906), and 135,000 florins are paid out as a 4 per cent dividend, against 5 per cent dividend, for 1905.

## CANTON DAY BY DAY.

CENSOR REINSTATED.

[From Our Own Correspondent.]

Canton, 22nd July. Chiu Kai-lum, the censor, who was recently dismissed by the Throne for having reported misleadingly on the case in connection with the charge of receiving bribes by Prince Ching, was reinstated the other day through the recommendation of H.E. Viceroy Shum. H.E. Shum has requested Chiu to accompany him to Canton to assist him in carrying out the administration of the Liang Kwang Provinces, and it is reported that Chiu has consented to come South with him.

## WIRELESS TELEGRAPHY.

The wireless telegraphy apparatus, etc. ordered by the manager of the Canton branch of the Chinese Imperial Telegraph, through Messrs. Carlowitz & Co. of Shanghai, have now arrived and it is reported that it is proposed to first of all install a station at Whampoa for trial in connection with the central office at Canton.

## PRESSMEN ENTERTAINED.

On the 20th instant, the manager of the Canton branch of the Mitsui Bussan Kaisha entertained the representatives of the different Canton native newspapers at a dinner given on a flower-boat. There were present the Japanese Consul at Canton and some of the leading Japanese officials and merchants, besides the press representatives.

## ANTI-OPIMUM CAMPAIGN.

The Canton Charitable Institutions and leading merchants, etc., have sent a telegram to H.E. Viceroy Shum informing him that during the past week or so, several meetings have been held for the opening of a Central Anti-Opium Association, hospitals for the treatment of opium smoking patients, and an industrial institution for the admittance of those who might otherwise be left destitute by the abolition of opium smoking. The message states these steps are taken in order to help the Government to further the enforcement of the regulations concerning the prohibition of opium smoking. The same telegram requested H.E. to come to Canton as soon as possible.

## THE GAOLS.

The two district magistrates of Namhoi and Punyu have submitted to H.E. Acting Viceroy Wu, an estimate of cost for the maintenance of the recently built new gaols, and requested that the Shan Hou Chu be instructed to supply funds for the upkeep of at least three hundred prisoners together with sixty keepers and warders, and stated that any expenditure, other than as submitted above, will be reimbursed by other means devised by them.

## MILITARY STUDENTS.

Yesterday, H.E. the Acting Viceroy was present at the Canton Military College, to watch the students go through their drill, etc. and gave out the certificates won at the recent examination of students, who had completed their course of training in this college. The Provincial Treasurer, Judge and Examiner, Salt Commissioner, Kwangchow Prefect, and the two Magistrates of Namhoi and Punyu were also present. One hundred and forty-one certificates were issued by the Canton Bureau of Education to students on completion of their studies.

## COMPENSATION TO WIDOWS.

The Acting Viceroy has ordered the issue of \$50 each to the widows and families of those soldiers who were killed during the operations in connection with the suppression of the recent disturbances at Yumchow and Linchow.

## THE "KEE CHEONG" PIRACY.

Black marks have been recorded against the names of the Brigadier-General of Kwangchow, the Namhoi Magistrate and other military and naval officers in charge of gunboats and guard stations, for having allowed the piracy of the s.s. *Kee Cheong* to take place within their jurisdiction. The capture of the pirates concerned within ten days' time has also been ordered. The s.s. *Kee Cheong* is a registered British steamer.

In connection with this piracy in which the loss was considerable, the Namhoi Magistrate, at the request of the British Consul-General at Canton, has issued a proclamation offering a reward of \$100 for the capture of any of the pirates, and to informants \$50 for every robber captured through their information.

## WU TING-FANG WANTED.

The Central Government at Peking has telegraphed to H.E. Wu Ting-fang, ordering his return to the Capital for service.

## SALT COMMISSIONER.

H.E. Viceroy Shum has telegraphed to the Kwangsi Governor requesting him to hurry the departure of the newly appointed Salt Commissioner of Kwangtung, Ting Nai yang, to Canton to take over charge.

## SCHOOL VACATIONS.

A despatch has been received from the Ministry of Education at Peking by the Canton High Authorities fixing the dates of the summer vacation and the New Year holidays of the different schools and colleges as follows:—Summer vacation from the 18th day of the 5th moon to the 11th day of the 7th moon; the New Year holidays from the 23rd day of the 12th moon to the 16th day of the 1st moon. As conditions prevailing in the South are somewhat different from the North, the Provincial Examiner Ye has consulted with H.E. the Acting Viceroy with a view of requesting the Ministry of Education to have the dates altered somewhat to suit local circumstances.

23rd July.

## APPOINTMENT.

The Acting Provincial Treasurer Wu Hui has been appointed director of the Canton Bureau of Agriculture, Industry and Commerce. FATHOM-KONG-VOY RAILWAY. A third meeting was held yesterday at Fatham for making arrangements for the floating of a company to build a railroad connecting that town with Kongmoon. There was a large attendance and the scheme was unanimously approved of by all those present and arrangements will soon be completed for the floating of the company.

## THE RECENT RIOTS.

The Limchow Prefect, Chai Wai Tsung, has despatched a telegraphic report to H.E. the Acting Viceroy, stating that he had arrived at a settlement with the British and German missionaries there as to the payment of compensation for damages sustained by them during the recent disturbances. In reply, the Acting Viceroy has approved of Chai's request and instructed him to at once pay the sums fixed, and the Shan Hou Chu will be instructed to refund him the money. The Acting Viceroy in the message also instructed Chai to request the different missionaries to return to their respective missions and to resume their work there as usual. The compensations to be fixed are as follows:—\$4,000 to the British missionaries and \$7,000 to the German missionaries.

## RIOTERS BEHEADED.

The Taoist of the Prefecture of Weichow, Chanchow and Ka Ying Chow, Shum Chuan-i, has submitted a telegraphic report to the Acting Viceroy to the effect that he had beheaded over forty of the rioters captured in Wong Kong and there are at present still about seventy in prison. Over thirty corpses of the insurgents were found on the Tai O hills and the vicinity. The rebel-chief, Ye Chau, has been captured and several hundred of his comrades were killed during the engagements. The place is now under a strong guard and there is no fear of any fresh outbreak of disturbances.

## TRIAL OF PRISONERS.

On the 21st inst., the British Consul-General at Canton personally attended the Namhoi Magistracy to assist at the trial of two prisoners who, having committed robbery at a pawnbroker's shop in the prefecture of Shiu Hing, and kidnapped the owner and his son, were extradited to Canton by the Hongkong Government. The different witnesses were present and the prisoners pleaded guilty. Orders are now being awaited from the High Authority by the magistracy to deal with the culprits.

## THE COMING OF SHUM.

A Hongkong telegram states that another party of H.E. Viceroy Shum's suite have arrived at the Colony yesterday.

A Shanghai telegram states that H.E. Shum is now better and he is expected to leave that port soon for the South. He will proceed to Canton by a special gunboat, or by mail steamer, instead of the China Merchants' Steam Navigation Company's vessel.

## RICE SALES.

The amounts realized at the different rice disposal matches on the 21st instant were as follows:—Eastern shed \$1,928, Western shed \$1,664, Woingsha shed \$1,332, and Honani shed \$1,153; total being \$7,799.

## THE ANKING MURDER.

FURTHER PARTICULARS.

A correspondent of the *Nanjing Daily*, or *South China Daily Journal*, writing from Anking gives the following further particulars relating to the assassination of the late Governor En Hsin. The writer states that he has been informed by one of those present at the time that when the late Governor and members of his staff entered the reception room of the Gendarmes School, the man named Ma Tze-chi, alias "Tung Hangtze," drew a revolver and shot at the Governor, hitting him on the right hand. Suddenly a great nervousness took hold of the would-be assassin, his hand shook so that he could hardly fire his weapon. Upon this Hui Hsi-lin seized Ma Tze-chi's revolver and aiming at the Governor repeatedly fired at his Excellency, whilst doing so Hui Hsi-lin called out in a loud voice, "Rest easy, your Excellency, I promise you that I am bound to capture the man who fired at you." All the time Hui Hsi-lin was firing his revolver and backing out of the room. In the meanwhile the moment the first shot was fired by Ma Tze-chi someone called out "Murder!" whereupon there was a general stampede of the officials in the room, leaving the unfortunate Governor and his Civil A.D.C., Lu Yung-yi, to their fate. In consequence of this the crowd outside the scene of the firing was ignorant as to who the assassin was, so that when Hui Hsi-lin came out of the room he was allowed to pass untouched. When Hui Hsi-lin snatched away the revolver from Ma's hand and fired it at the Governor, Lu Yung-yi, his Civil A.D.C., tried to shield with his own person his patron from the bullets of the assassin and in consequence received five shots, one in the throat, another in the breast, one on the shoulder and a fourth in the rib. The fifth shot entered the left kidney and passed out through the right side. All this heroism and devotion, however, did not save the Governor, who was also mortally wounded, but conscious all the time. When Hui Hsi-lin had left and there was no more firing those around then ventured into the room and found Lu Yung-yi lying dead in front of his patron's prostrate body. His Excellency was at once carried into his sedan-chair, but not before he had told those who had come that Hui Hsi-lin was the assassin. The Provincial Treasurer, Judge and Taoists who had fled for their lives at the cry of murder and the sound of firing now returned and learning from the Governor the name of his assassin at once gave orders for Hui Hsi-lin's arrest. He was found at the Armoury of the Ordnance Bureau, with a few followers and ignorant students. One student and seven soldiers of the detachment that had been sent to secure the murderer's capture were shot in the melee. Hui Hsi-lin himself and twenty-seven students were finally overpowered and taken before the Treasurer and Judge, who conjointly ordered Hui's execution and the confinement of the others.

## VOLUNTEER CORPS ORDERS.

PARADE FOR THE ARRIVAL OF HIS EXCELLENCY SIR FREDERICK LUGARD, K.C.M.G.

At headquarters, on Sunday, 28th July, 1907, for the purpose of lining the streets on the arrival of His Excellency Sir Frederick Lugard, Dress in Khaki uniform, helmet with badge, must be high, and the helmet with silver N. put on. Time for parade will be notified later, and will appear in the daily paper.

## HONGKONG DUCKS.

WORK FOR THE PHILIPPINES.

In these slack times and when the bogey of competition looms so large to the terror of timid investors, it is satisfactory to learn that the Hongkong and Whampoa Dock Co., Ltd., has succeeded in underbidding its rivals in their tender for construction work for the Philippine Government. Manila advices of the 18th instant which reached the Colony yesterday state that Major Daniel E. McCarthy, Acting Chief Quartermaster of the Division, that morning awarded contracts to the Hongkong and Whampoa Dock Company for the construction of two steam launches, one to cost \$17,800 and the other \$18,000 gold. Other bids under specifications of May 3, for three more steel steam launches, eight steel launches, one steel hull and eight boilers, were rejected because of lack of available funds. Unfortunately the rising exchange will eat into the profit which it had been estimated might be earned by the company in their tender for the job.

## MARINE COURT.

EXEMPLARY FINES FOR LAUNCH MASTERS.

At the Marine Court, before Commander Basil R. H. Taylor, R.N., Marine Magistrate and Harbour Master, P. C. Walter Edwards charged Cheung Shing, master of the licensed launch *Wai On*, with unlawfully failing to stop when called upon to do so by a police officer, on the 21st instant. Prosecutor said he called upon the defendant to stop, but he would not do so, and accordingly charged to Hongkong. There was no reason why he should not have stopped. Defendant said he did not hear the police hail him. He was convicted and fined \$50.

## AN INDEPENDENT COXSWAIN.

P. C. Henry Clark charged Cheung Kam Shun, master of the steam launch *Wing Fat*, with failing to stop when called upon by a police officer to do so, and with carrying 32 passengers in excess of the number permitted by his licence.

Defendant had nothing to say, and was convicted and fined \$50 on the first charge and 100 on the second, with the usual alternatives.

## "SHAWMUT'S" HEAVY CARGO.

FOOTWEAR FOR THE PHILIPPINES.

The *Seattle Post-Intelligencer* of 23rd ult. says:—Steamship *Shawmut*, of the Boston Steamship Company's fleet, sailed yesterday afternoon, loaded to the limit with freight for the Orient and the Philippines. Over 10,000 tons were carried on the big liner when she left port. Most of the cargo is consigned to the United States army quartermaster's department in the Philippines, is being taken over on the vessel. A large amount of lumber is also being shipped to the islands for the quartermaster's use. Several thousand tons of flour and a large shipment of lumber is being shipped on the vessel for the different points in the Orient.

For the first time from this port the *Shawmut* took a consignment of shoes, manufactured here and valued at \$10,000, for merchants of the islands. Steamship men state that there must have been a busy agent in the Philippines, as only the higher class of people in the islands wear shoes, the natives going barefooted or wearing sandals.

Great interest is manifested on the waterfront as to whether the *Minneapolis*, which sailed at noon yesterday for the Orient, or the *Shawmut* will be the first to reach Yokohama, which is the first port of call for both of the vessels. Both vessels are of about the same speed and should arrive within a few hours of each other, the *Shawmut* having four hours' handicap, as the *Minneapolis* left this port that much time in advance.

One Chinaman and four Japanese were deported on the *Shawmut* yesterday for entering this country in violation of the immigration laws. Chu Hing, the Chinese, was employed on the steamship *Tremont*, sister ship of the *Shawmut*, as a seaman, but deserted the vessel on her last trip to this port. It was not long before the immigration officers found him in Chinese quarters in this city and placed him under arrest, ordering him deported on the next of the company's vessels to sail from here for the Orient.

The Japanese were caught by Immigration Inspector Fuller near Bellingham, after he had lain in wait all night in the woods. They had just come over from the British side, and as they originally came from the Hawaiian Islands, they were ordered deported to that place.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 23rd at 4.40 p.m.—Order issued to hoist the Black Cone point downwards, (indicates Typhoon South of Colony within 300 miles).

On the 24th at 12.10 p.m.—The barometer continues to fall slowly in the neighbourhood of Hongkong, while it has risen slightly over Formosa and the Philippines.

The depression is still lying to the Southward of Hongkong, probably in about 15° to 20° Lat. It appears to be moving very slowly towards W.N.W. or N.W.

The depression lying to the S.E. of Looschoos on the 22nd, has reached the S. coast of Japan. Pressure remains high over N. China.

Fresh N.E. and E. winds may be expected in the Formosa Channel, and strong cyclonic winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.55 inches.

## FORECAST.

1.—Hongkong and neighbourhood, N.E. to E. winds, strong; squally, showery.  
2.—Formosa Channel, N.E. to E. winds, fresh.  
3.—South coast of China between Hongkong and Lamocks, same as No. 1.  
4.—South coast of China between Hongkong and Hainan, N. winds, strong.

## To-day's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that ANDREW USHER & Co., of 34, West Nicholson Street, Edinburgh, Scotland, and 10, Mark Lane, London, E.C.3, England, Distillers, have, on the 22nd day of February, 1907, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—

No. 1, consists of the letters "O. V. G." No. 2, consists of the words "Andrew Usher & Co.'s Old Vatted Glenlivet Whisky"; in the name of ANDREW USHER & Co., who claim to be the sole proprietors thereof.

The Trade Marks have been used by the applicants in respect of the following goods:—WHISKY, IN CLASS 43.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 24th day of July, 1907.

DENNIS & BOWLEY, Solicitors for the Applicants.

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE, Barretto &amp; Co.

Hongkong, 24th July, 1907.

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WEIHAWEI AND CHINA'S NAVY.

The Peking Correspondent of the N. C. D.

News writes on 10th inst.:—Your correspondent

has been informed by a reliable Chinese

official here that the recent report about the

purchase of WeihaWei from Great Britain to

be used as a naval base for the future re-

organized Imperial Navy of China is untrue.

Naturally, China is anxious to get back the

port for the Polaris and Nanyang squadrons;

but as money is so scarce in all parts of the

Chinese Empire at the present moment, the

Peking Government is unable to find a big

sum to re-purchase WeihaWei, even if Great

Britain would agree to give it up to its

original owner on purchase under certain

conditions. Admiral Sah Ché-ping, Commander-

in-chief of the two squadrons alluded to

has been here for over three weeks con-

sulting with the President of the Luchuenpu

(Ministry of War) in regard to the reconstruction

of the Chinese Navy, in view of the extreme

difficulty of obtaining funds, by whatsoever

means, in the country, nothing definite has

been settled; saving only that Prince Ching

agrees to have ten or twelve light-draught

gunboats built at the Kawasaki Dockyards for

patrolling services in the Yangtze Valley. The

cost will be defrayed by yearly instalments

under contract as suggested by the Japanese

Company, which promises to build the pro-

posed boats in such a way as to defy European

competition. Your correspondent is of

opinion that the step now taken by the enter-

prising Japanese Dock Company is one that

should be closely watched by European and

American shipbuilding yards, because step

by step the active Japanese will probably

monopolize the Chinese shipbuilding trade,

both government and mercantile. The system

of deferred payments for the proposed gun-

boats suggested by the Japanese Dock Co. is

obviously to secure the favour of the Chinese

Government for further orders. It was recently

reported in one of the Chinese papers of your

port that Viceroy Chang Chih-tung had dis-

covered that the three or four gunboats recently

built by the Kawasaki yards for the provincial

government of Hupeh were so unsatisfactory

in their internal construction that he actually

intended to return them for re-construction.

But this statement was ultimately repudiated

by the Japanese Consul-General at Hankow

who declared the boats were in excellent con-

dition when they were launched at Kobe in

the presence of the Chinese superintendents

who were sent to supervise their construction

by the Viceroy; and when handed over to the

representatives of the Provincial Government

of Hupeh were fully up to the contract stand-

ard.

For all this it is to be feared that, for various

reasons, the talk about the reorganization of

the Imperial Navy of China will end where so

many reforms have ended—on paper.

In regard to WeihaWei neither Prince

Ching nor other high Chinese authorities here

and in Tientsin know anything about the pos-

sibility of its re-purchase by China. According

to the latest reports from the Governor of

Cheiang concerning the proposed use of

Nantien, Sanmenwan or Choushan Bay as a

naval base for the future Chinese Navy, he re-

commends the last place as more suitable for

this important purpose than its two rivals in

this province. It will be remembered that

Choushan Bay was occupied by the British

troops during the Opium War with China.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

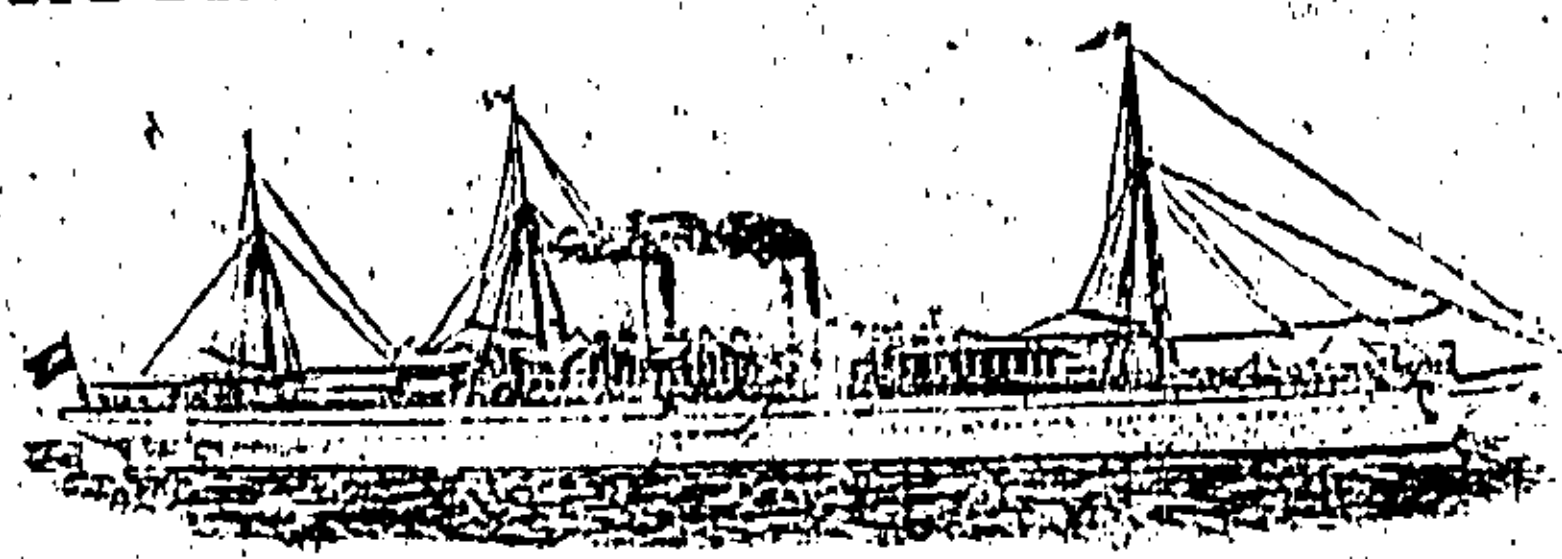
Selling.

London—Bank T.T. .... 3/2 3/4

Do. demand ..... 3/2 11/16



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

## PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	THURSDAY, Aug. 1st	Aug. 19th
"MONTEAGLE"	6,163	WEDNESDAY, Aug. 14th	Sept. 7th
"EMPRESS OF JAPAN"	6,000	THURSDAY, Aug. 29th	Sept. 16th
"TARTAR"	4,425	WEDNESDAY, Sept. 11th	Oct. 5th
"EMPRESS OF CHINA"	6,000	THURSDAY, Sept. 26th	Oct. 14th
"ATHENIAN"	3,882	WEDNESDAY, Oct. 9th	Nov. 2nd

"EMPRESS" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Patriotic "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 60s. Via New York 60s. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways. £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"HANGSANG"	FRIDAY, 26th July, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 26th July, 4 P.M.
SGAPORE, PENANG & CALCUTTA	"KUTSANG"	SATURDAY, 3rd Aug. 3 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	FRIDAY, 2nd Aug. 3 P.M.

## REDUCED FARES TO STRAITS &amp; CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	85	160
Penang	85	130
Calcutta	165	230

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Cheloo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,

General Managers.

Hongkong, 24th July, 1907.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"CHIHLI"	26th July, daylight.
SHANGHAI	"SHAOHSING"	26th " 4 P.M.
CHINKIANG	"LINAN"	26th " "
YOKOHAMA & KOBE	"TAIYUAN"	30th " "
MANILA	"TAMING"	30th " "
CEBU & ILOILO	"KAIFONG"	1st Aug. 4 P.M.
SWATOW & SHANGHAI	"KASHING"	1st " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, TAIKINS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	3rd " "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE

AGENTS.

Hongkong, 24th July, 1907.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
KUBI	2540	R. W. Almond	MANILA	SATURDAY, 27th July, at Noon.
ZAFIRO	2540	A. Fraser	"	SATURDAY, 3rd Aug. at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 20th July, 1907.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"ABERLOUR"	FRIDAY, 23rd August.

For Freight and further information, apply to

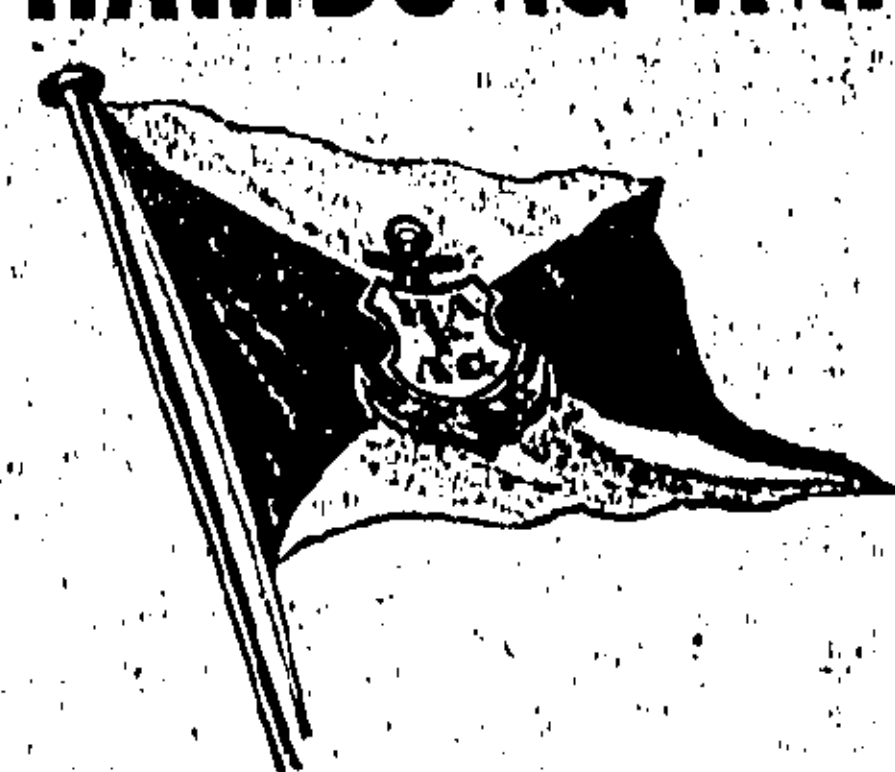
SHEWAN TOMES & CO.,

General Agents.

Hongkong, 5th July, 1907.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

## PASSENGER SERVICE.

RHENANIA—HAMBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY  
LOWER BERTHS.

Laundry on board; Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.  
NEXT SAILINGS FROM HONGKONG.

## Outward.

HAMBURG	2nd Aug.
RHENANIA	1st Oct.
SILESIA	2nd Nov.
Hongkong	24th July, 1907.

## Homeward.

SCANDIA	7th Aug.
HAMBURG	4th Sept.
RHENANIA	4th Oct.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Manila, Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship.

"EMPIRE,"  
Captain Helms, will be despatched as above, on SATURDAY, the 27th July, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd July, 1907.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship.

"LIGHTNING,"  
Captain E. Fey, will be despatched for the above Ports, on TUESDAY, the 30th inst., at 1 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 23rd July, 1907.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, WIA.

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
Shawmut	9,600	E. V. Roberts	About 15th Aug.
Tremont	9,600	T. W. Garlick	10th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 17th July, 1907.

## STEAM TO CANTON.

## THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. U. W. WALKER.  
"KWONG SAI" Capt. E. S. CROWE.  
Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have excellent Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.  
Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHUI ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship.

"GREGORY APCAR,"  
Captain S. H. Nelson, will be despatched for the above Ports, on FRIDAY, the 26th inst., at 10 A.M., instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 22nd July, 1907.

## FOR NEW YORK.

(With liberty to call at the Malabar Coast).

## THE Steamship.

"TUDOR PRINCE,"  
Captain McDougall, will be despatched for the above Port, on or about THURSDAY, the 15th August.

For Freight or Passage, apply to ARNHOLD, KARBURG & CO., Agents.

Hongkong, 22nd July, 1907.

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE BETWEEN

## HONGKONG, CALLAO

## AND

## IQUIQUE via JAPAN PORTS

## (KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

## Steamers Tons To sail on

"GLENFARG" 3,500 Middle of Aug.

"KASATO MARU" 3,100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

\* Passenger only.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, York Building.

Hongkong, 16th July, 1907.

## REGULAR STEAMSHIP SERVICE TO NEW YORK,

## via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

## PROPOSED SAILINGS FROM HONGKONG.

## FOR BOSTON AND NEW YORK.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 19th July, 1907.

## A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientist for the comfort and happiness of man. Science has indeed made giant strides during the past century, and among these by no means least important—discoveries in medicine comes that of THERAPION.

This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Rivard, Rostan, Jobert, Volp, Mahomed, the well-known Chastel, and indeed by all who are regarded as authorities in such matters, including the celebrated Lallemand, and Knox, by whom it was some time ago uniformly adopted, and that it is worthy the attention of those who require such a remedy we think there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of these diseases has been the subject of much philosophical discussion, but the object of modern medicine has been to find a remedy which would not only remove the cause of the disease, but also the effect, and in the process of time, the knowledge of a second party, the poison of acquired or inherited disease, to all their potent forms, as to leave no taint or trace behind. Such is the case with THERAPION.

which not only removes the cause, but also the effect, and in the process of time, the knowledge of a second party, the poison of acquired or inherited disease, to all their potent forms, as to leave no taint or trace behind. Such is the case with THERAPION.

Sold by all Chemists.

WEATHER-FORCASTS AND  
STORM-WARNINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and to the left indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and to the left indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and to the right indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mt., and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

## URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

## NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

1. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

2. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

3. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

## SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Waglan. Sai Kung.

Stanley. Tai Po.

Cape Collinson.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light-house.

W. DODWELL, Director.

27th May, 1907.

THE RUSSO-CHINESE BANK  
SWINDLES.

## EXTENSIVE RAMIFICATIONS OF PLOT.

The Vladivostok police are busily occupied in tracing the complicated ramifications of the recent robbery of the Russo-Chinese Bank at that port, already reported in these columns, says the *Japan Advertiser*. An extensive series of searches is being conducted and many arrests have already been made among the local Caucasians, and more especially the Georgians.

They are arresting accomplices in the clever acquisition of a sum now reported to be 105,800 roubles from the bank. All are interested in the question of how the affair came to light. In the local papers it is stated that the discovery was made by the employees of the bank, who suspected that a cheque for 30,000 roubles was a forgery. As a matter of fact, some doubt was aroused at the time the cheque was presented, and the party who tendered it, remarking that he would call again in a short time, left the bank and did not return. Nevertheless the affair was not exposed in this manner. Apparently one of the accomplices betrayed the swindle because he did not receive his share of the spoils. He wrote to the chief-of-police. The quarrel over the division of the booty was so serious that one of the confederates shot and killed another with his revolver. So far eight persons have been arrested and placed in the city prison. One is a woman. Six have been arrested at Vladivostok and two, a man and woman, at Kharbin.

Judging by those who have already been apprehended, the accomplices in the affair are not common sharpers. Of the prisoners, one is an employee of the Chinese Bank, who served in the bank several years, and took advantage of his good reputation and the confidence reposed in him. Another is an ensign of militia, 1, who some time ago was placed under arrest in the guard-house on suspicion of having obtained illegal possession of more than a hundred thousand roubles of Government funds. He is a Knight of the Order of St. George of all four classes and has the "gold arms," Annensky sword knot, etc., etc., and at the time of his stay in Petersburg was deemed worthy of an Imperial audience. During the war he maintained a seditious Caucasian cut-throat, at his own expense. It is not known how much the Japanese suffered from them, but as regards the peaceful inhabitants of Manchuria, these sustained painful losses in property. Not less noted is the third prisoner, a nobleman of Koutaiesk, A. He was known at Vladivostok under another name, but being arrested at Kharbin or in the train, gave himself a third, observing that at Vladivostok he had had yet a fourth name. He confessed, moreover, that the present was not his only crime. He previously fled from the Caucasus, where he was implicated in the forgery of patents of nobility, and from Kharbin, where he also obtained money by fraud. It is proved that also at Vladivostok this is not his first offence. Some time ago, he and a company of other Georgians obtained receipt of goods from steamers by entirely fraudulent means. Together with A. was arrested a woman, one D., by birth a Georgian princess, who lived with A.

The remaining prisoners are also Caucasian noblemen and some of them under false names. Several participants in the Bank theft, one of them apparently a Russian, have got away. So far only about 20,000 roubles in cash have been recovered.

The judicial authorities are working hard to unravel the affair.

## WARNING TO TOURISTS.

## THE PERILS OF PHOTOGRAPHERS.

A Maizuru message to the *Osaka Mainichi* states that on Friday the Commander of the Maizuru fortifications called a meeting of persons connected with the headquarters of the garrison, and gave certain instructions dealing with the protection of war secrets in the fortified zone of Maizuru. The message adds that the protection of war secrets is being strictly enforced by means of the Fortified Zone Protection Law. Owing to the development of travelling facilities at Maizuru, the arrival in the fortified zone of suspicious (?) characters has much increased of late. Recently some English ladies were discovered by police officials when about to photograph a







## SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	80,000	1125	1125	1,000,000	\$1,721,558	{1.15/- and bonus of 1/- @ Ex. 2/3/-}	4 1/2 %	\$685 a. ex n. is.
Do. (new)	40,000	1125	1125	1,000,000		{24.33 making 40.80 for 1906}		\$524 1/2 new issue
National Bank of China, Limited	99,975	127	126	1,273,735	\$71,213	\$2 (London 3/6 for 1907)		ex new issue
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	1250	1250	1,075,000	\$233,638	\$20 for 1905	7 1/2 %	London 6/6
North China Insurance Company, Limited	10,000	115	115	1,100,000	Tls. 185,529	{Interim of 7/6 for account 1906 @ ex}	6 %	2. issue first call
Union Insurance Society of Canton, Limited	12,400	1250	1100	1,300,000	1,460,400	{Final 1/12 making 12 for 1905 and}	5 1/2 %	
Yangtze Insurance Association, Limited	8,000	1100	100	1,135,137.15/-	1,461,467	{Interim of 1/12 for 1906}	6 1/2 %	
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	1100	120	1,075,000	\$324,980	{1/- and bonus 2/- for 1905}	9 1/2 %	
Hongkong Fire Insurance Company, Limited	8,000	1250	120	1,075,000	\$435,236	\$40 for 1905	12 1/2 %	
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	125	125	1,075,000	\$365	\$1 for 1906	6 1/2 %	
Douglas Steamship Company, Limited	20,000	120	120	1,075,000	Nil.	\$2 1/2 for year ended 30.11.1906	6 %	
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	115	115	1,075,000	\$20,170	\$1 for 2nd half-year making 2.00 for 1906	6 1/2 %	
Indo-China Steam Navigation Company, Limited	10,000	110	110	1,075,000	2,452	10/- @ ex. 2/1 9/16 = 5.69 1905		
Shanghai Tug and Lighter Company, Limited	200,000	11.50	11.50	1,075,000	Tls. 1,327	{Final of Tls. 3 making Tls. 5 (Pref.) and}	11 1/2 %	
Do. (Preference)	100,000	11.50	11.50	1,075,000	185,355.6. 0.	{Final of Tls. 3 making Tls. 5 (ord.) for 1906}	10 1/2 %	
"Shell" Transport and Trading Company, Limited	2,000,000	11	11	1,075,000	1,337	{Interim of 1/- (Coupon No. 8. 101 a/c 1907}	2 1/2 %	
"Star" Ferry Company, Limited	10,000	110	110	1,075,000	1,337	{5.00/- for year ending 30.4.1907}	4 %	
Taku Tug and Lighter Company, Limited	30,000	115.50	115.50	1,075,000	18,730	{5.00/- for year ending 30.4.1907}	3 1/2 %	
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	1100	1100	1,075,000	\$9,218	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	
Luzon Sugar Refining Company, Limited	7,000	1100	1100	1,075,000	18,935	\$8 for year ending 31.12.06	8 %	
Perak Sugar Cultivation Company, Limited	7,000	115.50	115.50	1,075,000	18,935	\$1 for 1907	4 1/2 %	
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	11	11	1,075,000	12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	
Oriental Consolidated Mining Company, Limited	500,000	110	110	1,075,000	12,546	Interim of 50 cents for account 1906		
Raub Australian Gold Mining Company, Limited	10,000	110	110	1,075,000	12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	125	125	1,075,000	110,335	\$1.75 for year ending 31.12.06	10 %	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	120	120	1,075,000	13,047	Final of 12 1/2 making 5/- for 1906	6 1/2 %	
Hongkong and Whampoa Dock Company, Ltd.	50,000	120	120	1,075,000	140,933	\$5 for 2nd half-year making 12 for 1906	11 1/2 %	
Shanghai Dock and Engineering Co., Ltd.	55,700	115.100	115.100	1,075,000	13,997	Final of Tls. 4 making Tls. 8 for 1905/6	10 1/2 %	
Shanghai and Hongkew Wharf Company, Limited	36,000	115.100	115.100	1,075,000	23,117	{Final of Tls. 10 making Tls. 18 for year}	8 %	
Yangtze Wharf and Godown Company, Limited	2,500	115.100	115.100	1,075,000	12,936	{ending 31.12.06 on old capital}	8 1/2 %	
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	115.100	115.100	1,075,000	13,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	
Astor House Hotel Company, Limited (Shanghai)	30,000	125	125	1,075,000	13,448	\$3 for year ended 30.6.1906	10 1/2 %	
Central Stores, Limited	50,123	115	115	1,075,000	19,178	\$1.80 for 1906	12 %	
Hongkong Hotel Company, Limited	12,000	120	120	1,075,000	1371	\$5 for second half-year making 10 for 1906	8 1/2 %	
Hongkong Land Investment and Agency Co., Ltd.	50,000	1100	1100	1,075,000	156,218	Final div. of 3/- making 7 for 1906	7 %	
Hotel des Colonies Company, Limited	9,000	115.25	115.25	1,075,000	13,935	Final of 6 1/2 = 10 % for 1905	12 1/2 %	
Hotel Metropole Company, Limited	2,000	1100	1100	1,075,000	14,699	Final of 5/- making 10	12 1/2 %	
Humphreys Estate & Finance Company, Limited	150,000	110	110	1,075,000	11,567	80 cents for 1906	7 1/2 %	
Kowloon Land and Building Company, Limited	6,000	120	120	1,075,000	11,089	\$2 1/2 for 1906	6 1/2 %	
Shanghai Land Investment Company, Limited	78,000	115.10	115.10	1,075,000	61,978	Interim of Tls. 3 for account 1907	7 1/2 %	
West Point Building Company, Limited	12,500	120	120	1,075,000	11,519	Final div. of 2/- making 4/- for 1906	8 1/2 %	
<b>COTTON MILLS.</b>								
Lwo Cotton Spinning and Weaving Company, Ltd.	15,000	115.50	115.50	1,075,000	64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	115	115	1,075,000	221,660	\$1 1/2 for the year ending 31.7.06	11 %	
International Cotton Manufacturing Company, Ltd.	10,000	115.75	115.75	1,075,000	136,211	Tls. 6 for year ended 30.9.06 (8 %)	12 %	
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	115.100	115.100	1,075,000	13,469	Tls. 8 for 1906	9 %	
Soy Chee Cotton Spinning Company, Limited	2,000	115.500	115.500	1,075,000	50,661	Tls. 50 for 1906	15 1/2 %	
<b>MISCELLANEOUS.</b>								
Anglo-German Brewery Company, Limited	4,000	1100	1100	1,075,000	1906	\$7 for 1906	8 %	
Bell's Asbestos Eastern Agency, Limited	1,600	120	120	1,075,000	1856	1/3 per share for 1905	8 1/2 %	
Campbell, Moore & Co., Limited	1,000	110	110	1,075,000	553	\$3 for 1905		
China-Borneo Company, Limited	10,000	112	112	1,075,000	Nil.	\$1 for 1905	15 1/2 %	
China Flour Mill Co., Limited	4,000	115.50	115.50	1,075,000	1189	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %	
China Light and Power Company, Limited	40,000	110	110	1,075,000	125,000	60 cents for year ended 28.2.06		
Do. Do. special shares	30,000	110	110	1,075,000	1855	80 cents for 1906	9 %	
China Provident Loan & Mortgage Company, Ltd.	100,000	110	110	1,075,000	15,555	\$1.30 for year ending 31.7.1906	8 1/2 %	
Dairy Farm Company, Limited	25,000	110	110	1,075,000	11,084	Interim of 50 cents per share for a/c 1907	9 %	
Green Island Cement Company, Limited	400,000	110	110	1,075,000	15,022	\$2 1/2 for year ending 28.2.07	11 %	
Hall & Holtz, Limited	21,000	120	120	1,075,000	12,953	11 per share for year ending 28.2.07	7 %	
Hongkong Electric Company, Limited	60,000	110	110	1,075,000	105,000	Final of 1/8 making 1/2 for year ending 31.12.06	9 1/2 %	
Hongkong Ice Company, Limited	5,000	125	125	1,075,000	165,000	\$2.00 for year ending 31.12.06	9 %	
Hongkong Rope Manufacturing Company, Ltd.	50,000	110	110	1,075,000	14,212	Second interim div. of Tls. 7 1/2 for a/c 1907	10 1/2 %	
Maatschappij tot Mijn. Bosch en Landbouw	25,000	110	110	1,075,000	10,374	None	9 1/2 %	
Peak Tramways Company, Limited	25,000	110	110	1,075,000	2,655	5/- per share from 19th Oct. to 30th Apr. '07		
Peak Tramways Company (new)	50,000	110	110	1,075,000	34,374	Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 for year ending 31.12.06	4 1/2 %	
Philippine Company, Limited	67,500	110	110	1,075,000	7,990	\$1 for 1905	12 1/2 %	
Shanghai Gas Company, Limited	24,000	115.50	115.50	1,075,000	9,751	Final of Tls. 5 and Tls. 10 for 1906	12 1/2 %	
Shanghai Horse Bazaar Co., Ltd.	5,400	115.50	115.50	1,075,000	313.4	Final of Tls. 6 making Tls. 10 for 1906	8 1/2 %	
Shanghai Pulp and Paper Company, Limited	4,500	115.100	115.100	1,075,000	7,843	Interim div. of 15/- for 1906		
Shanghai-Sumatra Tobacco Company, Limited	30,000	115.20	115.20	1,075,000	85,597	Interim div. of 5/- for 1906		
Shanghai Waterworks Company, Limited	8,175	120	120	1,075,000	19,934	None	4 1/2 %	
South China Morning Post, Limited	7,200	120	120	1,075,000	3214	30 cts. (old) & 15 cts. (new) year ended 31.5.06		
Steam Laundry Company, Limited	20,000	115	115	1,075,000	15,295	Interim of Tls. 4 for year 1905/6		
Tientsin Waterworks Company, Limited	1,000	115.100	115.100	1,075,000	349	First year		
Union Waterboat Company, Limited	50,000	110	110	1,075,000	350	70 cents on 9,000 ord. shares and 49.9 on 100 Founders' 1st year ending 31.5.06	6 1/2 %	
United Asbestos Oriental Agency, Limited	10,000	110	110	1,075,000	5752	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	
Watson, (A. S.) & Co., Limited	90,000	110	110	1,075,000	51,482	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	
William Powell, Limited	15,000	110	110	1,075,000	182			

\* These shares are entitled to half of the profits.

## Hails.

## MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

## THE Steamship

## "DELTA."

Captain C. L. Daniel, R.N.R., carrying His Majesty's Mails, will be despatched from this office for BOMBAY, &c., on SATURDAY, the 27th July, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Atacama*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement), will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Persia*, due in London on 8th September, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 15th July, 1907.

## The S.S. "TONKIN."

Captain Mouton, will be despatched for MARSEILLES on TUESDAY, the 6th August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above port; and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *SALAZIE* ..... 20th August.S.S. *POLYNESIE* ..... 3rd Sept.S.S. *TOURANE* ..... 17th Sept.S.S. *AUSTRALIE* ..... 1st Oct.S.S. *NERA* ..... 15th Oct.S.S. *YARRA* ..... 29th Oct.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th July, 1907.

## Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1859

## FURNITURE.

GENERAL HOUSEHOLD

REQUISITES.

&amp;c. &amp;c. &amp;c.

Telephone 256.

## DEPOT

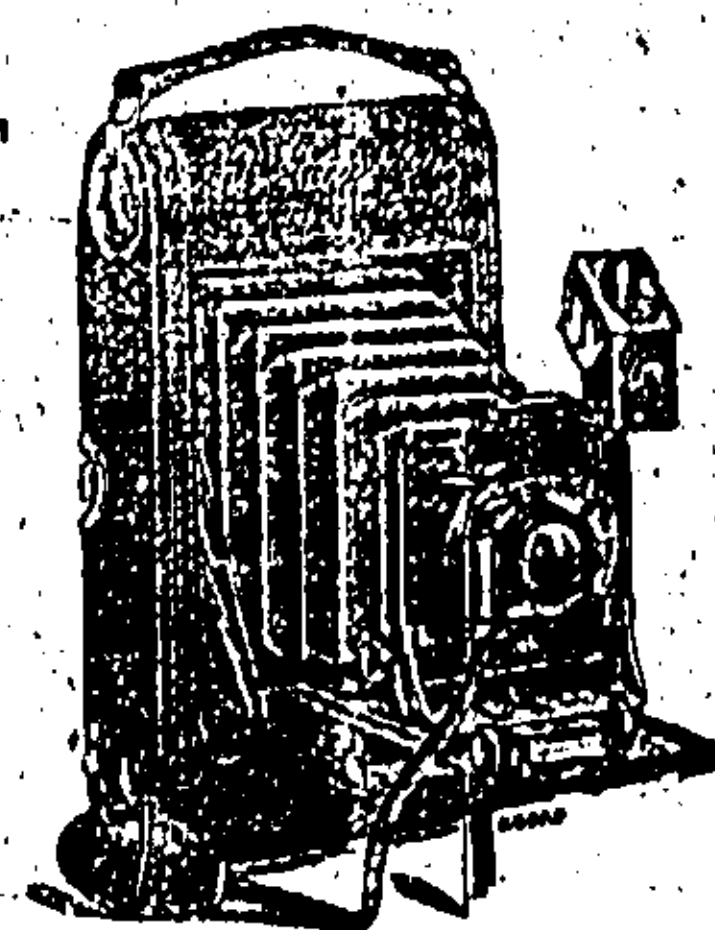
FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

The Whisky of Great Age

**DEWAR'S**

Chateau Whisky

IMPERIAL

Sole Agents: BUMANN &amp; BERBLINGER,

15, 16 &amp; 17, Connaught Road Central.

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